

A Nice Little Time.

I saw a little doggerly  
Upon a little hill;  
I saw a little ugly man  
A-coming from the mill.  
And in the little doggerly  
The little man did go,  
To take a little merry grog  
With his little neighbor Joe.  
And when they took a little grog,  
They felt a little big;  
They laughed a little hearty laugh  
And danced a little jig.  
They took a little more, then  
They got a little tight;  
They disagreed on politics,  
And had a little fight.  
And when they had a little fight,  
They felt as large as life;  
Each staggered to his little home  
And whipped his little wife.  
Buena Vista, Ga. THAD. OLIVER

A BLIGHTING SCOURGE.

Magnificent Oration of Canon Farrar Against the Alcoholic Evil.

Every benevolent institution utters the same complaint. A monster obstacle is in our way. Strong drink—by whatever name the demon is styled, in whatever way it presents itself—this, this prevents our success. Remove this one obstacle and our labors will be blessed.

Those words are not mine, they are the massive eloquence of Mr. John Bright.

We are convinced that if a statesman who desired to do the utmost for his country were thoughtfully to inquire which of the topics of the day deserves the most intense force of his attention, the true reply—the reply which would be exacted by due deliberation—would be that he should study the means by which this worst of plagues should be stayed.

Those are the words of the late thoughtful and lamented Charles Buxton.

Profligacy, vice, and immorality are not thundering at our gates like a besieging army, but they are undermining the very ground on which we stand.

Those words, so deep in their pathos, are yet the utterance of the genial and beloved Lord Palmerston.

Let us crush these artists in human slaughter, who have reconciled their country to sickness and ruin, and spread over the pitfalls of debauchery such a bait as can not be resisted.

In such stern words spoke, more than one hundred years ago, the worldly and polished Chesterfield. Are not such statements from such men—undeniable, uncontradicted, nay, even unchallenged as they are—at least enough to waken the deep slumber of a decided opinion, even if they be not enough to break down the clenched antagonism of an invincible prejudice, or to dispel the stupid selfishness of an incurable frivolity? They are not the words of men at whom you can sneer as crochety politicians or temperance fanatics, or whom the very best of you all in his own estimation can set aside with a disparagement or demolish with a gibe. The very cleverest of youthful graduates, or even of undergraduates, cannot quite stab these men with an epigram, or refute them—as fops refuted Berkeley—with a grin. To sneer at these would be to condemn yourselves as incapable; these not to know would argue yourselves unknown. And yet these are but a few of many such warnings uttered by some of the best, greatest, wisest in the land; and you ought, you must not, you surely dare not, to ignore them.

IT IS NOT A FOOD.

But, if these be not enough, I will add something more. Taking alcohol as a convenient generic name for the specific element in all kinds of intoxicating drink, I will ask you to look with me for a moment at what it is not, and at what it is, and at what it costs. It used to be believed that alcohol was a food. It is now conclusively demonstrated (and when I say 'conclusively demonstrated,' I ask you to believe that I mean, in the most literal sense, conclusively demonstrated) that it is not food; that it contains not one single element—whether nitrogenous or hydro-carbonic—of food; and that, as one of the first of modern chemists has said, there is, in nine quarts of alcohol less food than can be spread on the end of a table knife. Nor is it a source of strength. For, alike in Africa and India, in the Arctic and Antarctic, and by great labor employers in the temperate zones, and by distinct experiments with navvies in gangs and soldiers on the march, it is matter of proof that those can labor best, both physically and mentally, in whom the cold is not intensified by the weakening reaction from artificial stimulant, and in whom the sun's fierceness has 'no alcoholic ally within the brain.' Nor is it a source of health; for the lives of total abstainers are now known to be more valuable in an insurance than other lives, and not a few very eminent living physicians have testified that the daily use of it, even in quantities conventionally deemed moderate, not only 'causes some of the most fearful and dangerous maladies,' but even 'injures the body and diminishes the mental powers to an extent of which few people are aware.' Least of all, then, is it a necessity, seeing that it has been happily unknown to whole races and prohibited by immense religions, and in England alone, 3,000,000 of total abstainers, of whom not one has ever repented, can testify that since they abandoned it, they, like the Nazarites of old, have been clearer of brain more strong of limb, more vigorous in health, and more calm in happiness. I might go on to any extent with such evidence; and on the faith of it, and on the yet stronger faith of daily experience, I again assert, not as a dubious theory, but as an established fact, that to men in ordinary health, alcohol is not a food, nor a necessity, nor a source of health, nor of warmth, nor of physical strength, least of all of mental power, but that, when it is not a potent medicine, it is a mere luxury—a luxury which is at the best harmless, but which is frequently dangerous: sometimes fatal; always quite superfluous; never particularly noble.

WHAT DOES IT COST?

Let us understand, then, well, my brethren, alcohol is a luxury, and nothing but a luxury; and if, being healthy, we indulge in it at all, it is not because we need it, but because we like it. Well, and this being so, what does this luxury cost? At what expense does the nation, as a nation, gratify its liking? I will tell you. It costs us in tillage the waste of millions of acres of soil; in food, the destruction of millions of tons of grain; in hard cash, the deleterious absorption of millions of pounds of money. It is, beyond all question, the one main, if not the sole cause of the equal

id, degrading, and dangerous pauperism against which some of you will have to struggle hereafter in the streets of London and other great cities; and in the middle classes, who have often to strive so hard, you would be surprised if I could show you how much they might yearly save by this abstinence alone. And though that is something—though it is a consideration not to be despised by youths who will soon have to make their way, with daily increasing difficulty, amid the hard competitions of an overcrowded population—and though it will help them very materially in the stern battle of life to have acquired simple and self-denying habits, yet all this saving to individuals, all this saving to the nation of yearly increasing millions of pounds, which would make it not only more wealthy, but also more prosperous by incalculable advantages, is the least important point. In any other connection you would think this vast expenditure, this colossal waste, a consideration of overwhelming importance, yet in this it is the very smallest element in the question. Of far deeper, of far more awful significance, is what it costs in disease, what it costs in crime, what it costs in misery, what it costs to the glory of England now, and the hopes of England's generations for years to come. I have no time, I have no heart to tell you all that could be told under this head. I entreat you not to turn impatiently from it; nay, I tell you plainly, you have no right to turn impatiently from it. For the drinking of some means, inevitably, as things are, the drunkenness of many; and these who sin, these who suffer, these who die, are our

Through Cars to New York, via B. & O. R. R.

Under the schedule taking effect May 12th, the B. & O. R. R. will again resume through car service to New York, and the new Express train leaving Mansfield at 6.07 P. M. daily, will be equipped with Pullman's Drawing Room Sleeping Cars running through to New York without change. This train will arrive the next day in Washington at 11.45 a. m., Baltimore at 12.50 p. m., Philadelphia at 3.15 p. m., and New York at 5.50 p. m.

The Vestibule Limited will leave Mansfield at 11.05 p. m., daily, and will arrive the next day in Washington at 4.05 p. m., Baltimore at 5.15 p. m., Philadelphia at 7.20 p. m., and New York at 9.55 p. m. All cars on the Limited are Vestibuled, including Baggage Cars, Day Coaches, Dining Car and Pullman's Drawing Room Sleeping Cars. The Vestibule appliance entirely overcomes the swaying motion imparted to ordinary trains in rounding curves, and, as the Limited passes over the mountain division of the line in daylight, travelers can enjoy the beautiful scenery for which Picturesque B. & O. is famed, without suffering the slightest discomfort or fear of mal de mer.

The Limited is a solid train from Chicago to Washington and Baltimore. Passengers for Philadelphia and New York change at Washington in same depot, into a Vestibuled train equipped with Vestibuled Day Coaches and Pullman's Drawing Room Buffet Parlor Cars running through from Washington to New York.

Great improvements have been made in the roadway and equipment of the B. & O. R. R. in the last two years and its present train service is equal to any in America. In addition to its attractiveness in the way of superb scenery and historic interest, it is via the B. & O. only that the National Capitol can be visited while enroute between the East and West. All B. & O. trains run via Washington.

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Lizzie Whipple, Beatrice, Neb.  
Minnie M. Miller, Johnstown, Pa.  
Fanny Kimmel, Albert Kimmel, Harvey Klein, Stella Burnsworth, Roy Grabill, Lizzie Graybill, W. F. Shawhan, M. H. Shawhan, Netta May Miller, Stella Lichty, Bertha O. Lichty, Susan R. Lichty, Frank D. Lichty, Elmer Martin, Eddie Burnsworth, Cora E. Lichty, Morrill, Kan.  
Asa E. Crofoot, Almena, Mich.  
Kate Olinger, Emma Olinger, Bertha Gnagay, Emma Gnagay, Lettie Cook, Ida Cook, Frank Hostetter, Eugene Hostetter, Robbie Miller, Sammy Cober, Meyersdale, Pa.  
Grace Oakes, Troy, O.  
Carrie Ripple, Johnstown, Pa.  
Sherman S. Bowser, Whitell S. Bowser.  
Mary M. Resaler, Latrobe, Pa.  
Maud E. Miller, Morrill, Kan.  
Blanche Frye, Rosedale, Kan.  
Katie R. Manges, John A. Manges, David S. Manges, Harry L. Manges, Ella Manges, Quincy, Pa.  
Mary Alice Slotter, Ira D. Slotter, D. H. Slotter, Laura Slotter, Columbiana, O.  
Flora Swigart, Westboro, Mo.  
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Time Table.

Taking effect Dec. 2, 1888.

TRAINS EASTWARD.											
STATIONS.											
Chicago	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.
Indianapolis	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.
St. Louis	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.
St. Paul	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.
Chicago	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.
Indianapolis	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.
St. Louis	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.
St. Paul	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.
TRAINS WEST.											
STATIONS.											
Chicago	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.
Indianapolis	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.
St. Louis	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.
St. Paul	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.
Chicago	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.	8:30 p.m.	12:30 p.m.
Indianapolis	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.	9:00 p.m.	1:00 p.m.
St. Louis	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.	10:00 p.m.	2:00 p.m.
St. Paul	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.	11:00 p.m.	3:00 p.m.

Trains 8, 12, 16, 2, 6, and 10 run daily.  
Trains 17 & 18 run daily except Sunday.  
Trains marked thus: †, stop on signal.  
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May 12, 1889.

WEST BOUND.

L.V. Pittsburgh											
am	p.m.	am	p.m.	am	p.m.	am	p.m.	am	p.m.	am	p.m.
7:10	10:15	8:30	9:05	10:20	11:25	12:30	1:35	2:40	3:45	4:50	5:55
L.V. Wheeling											
7:47	10:53	9:02	9:42	10:47	11:52	12:57	1:02	2:07	3:12	4:17	5:22
L.V. Baltimore											
10:10	1:24	11:47	12:01	1:14	2:28	3:42	4:56	6:10	7:24	8:38	9:52
L.V. Newark											
12:30	2:25	1:10	3:25	2:55	5:10	4:40	6:55	6:25	8:40	8:10	10:25
L.V. Columbus											
1:15	3:25	2:05	4:25	3:55	6:15	5:45	8:05	7:35	9:55	9:25	11:45
L.V. Cincinnati											
5:54	7:30	5:55	7:30	6:24	8:00	6:54	8:30	7:44	9:20	8:14	9:50
L.V. Louisville											
11:44	12:34	11:45	12:35	12:44	1:34	12:54	1:44	1:54	2:44	2:54	3:44
L.V. St. Louis											
7:05	8:55	7:05	8:55	8:15	10:05	9:15	11:05	10:15	12:05	11:15	13:05
L.V. Columbus											
11:20	1:05	11:20	1:05	11:20	1:05	11:20	1:05	11:20	1:05	11:20	1:05
L.V. Mt. Vernon											
12:40	1:55	12:40	1:55	12:40	1:55	12:40	1:55	12:40	1:55	12:40	1:55
L.V. Sandusky											
2:24	3:00	2:24	3:00	2:24	3:00	2:24	3:00	2:24	3:00	2:24	3:00
L.V. Fostoria											
2:43	3:25	2:43	3:25	2:43	3:25	2:43	3:25	2:43	3:25	2:43	3:25
L.V. Chicago											
9:40	5:20	4:30	10:55	6:55	12:15	11:05	12:20	11:15	12:30	11:25	12:40

Accommodation train leaves Pittsburgh at 8:40 a. m. daily, except Sunday; Wheeling 1:20 p. m.; Zanesville 5:55. Arrives at Columbus at 7:55 p. m.

Cincinnati Accommodation leaves Zanesville at 6:30 a. m. daily, except Sunday; Newark 7:25. Arrives at Columbus at 8:35 a. m. Arrives Cincinnati at 12:15 p. m.

EAST BOUND.

Lv. Chicago	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.
	7:05	18 10	11 15	9:55	9:55	5:05	5:05
Fostoria	1 25	5 20	7 00			12 04	12 04
Timin	1 43	5 00	7 25	9 38		12 25	12 25
Sandusky		*6 25	7 40				
Mt. Vernon	7 14	8 42	9 55	11 05		2 11	2 11
	4 04	12 04	10 49	11 15		3 12	3 12
<hr/>							
Lv. Cincinnati	p.m.		7:10	7:30	p.m.		
Columbus	7 10				7 10		
	11 05	11 05	11 20	11 20	11 05	12 29	
<hr/>							
Lv. Newark	a.m.	a.m.	p.m.	a.m.			
	5 10	12 15	15 40	12 55	*4 10		
Zanesville	5 53	1 04	1 33	1 38	4 53		
Bellaire	5 12	3 25	4 35		7 17		
Wheeling	5 50	4 00	5 10	6 25	7 50		
Ar. Pittsburgh	8 50	6 45	8 00	9 30			
Washington	*9 35	9 43	7 10	8 05	8 51		
Baltimore	10 45	10 45	8 20	9 15	10 10		
Ar. Philadelphia	5 00		11 00	7 20			
New York	6 55	2 45	4 45	9 55			